REMARKS

This Preliminary Amendment is offered to correct informalities and typographical errors, and to broaden the coverage of the claims in accordance with the specification as originally filed. However, no presumption should attach that subject matter or equivalents thereof to which Applicants are entitled has been surrendered.

Support for the new claims can be found throughout the specification and claims as originally filed. Likewise, the removal of reference numerals form the amended claims and Abstract is offered to correct informalities associated with minor differences between the United States' and foreign filing requirements.

Accordingly, consideration and entry of this Amendment is respectfully requested, as is prosecution of the amended Application on the merits. If there are any questions regarding this Amendment or the Application in general, please direct them to the undersigned at the address and telephone number indicated below.

A check in the amount of $282.00 is enclosed to cover the new claims. If there are any other charges currently due in connection with this Preliminary Amendment, or otherwise, authorization is hereby granted to charge any such amounts or credit any overpayments to Deposit Account No. 06-1130, maintained by applicants' attorneys.

Respectfully submitted,

SANKET S. AMBERKAR, ET AL.

CANTOR COLBURN, LLP
Applicants' Attorneys

By: _____

Eric M. Parham
Registration No. 45,747

PTO Correspondence Address:

Date: October 4, 2001
Address: Cantor Colburn LLP, 55 Griffin Road South, Bloomfield, CT 06002
Telephone No.: (860) 286-2929
Facsimile No.: (860) 286-0115
Customer No.: 023413

Version With Markings To Show Changes Made:

Marked-up versions of Claims 1 through 12 and 20 are as follows:

1. (Amended/Marked-Up) A controller ~~(32)~~ for a vehicular system ~~(10) having a hand-wheel (16) and an electric motor (34)~~, the controller comprising:

a torque-assist function ~~(56)~~ responsive to a signal indicative of ~~the hand-wheel~~ an input device ~~(16)~~ torque for providing a torque-assist command to ~~the~~ a motor ~~(34)~~; and

a steering-pull compensator ~~(52)~~ responsive to a signal indicative of a valid detection cycle for modifying said torque-assist command to the motor ~~(34)~~ by an offset corresponding to a detected steering-pull condition.

2. (Amended/Marked-Up) A controller ~~(32)~~ as defined in Claim 1, further comprising:

at least one summing function ~~(58)~~ in signal communication with said torque-assist function ~~(56)~~ and with said steering-pull compensator ~~(52)~~ for summing the provided torque-assist command with the offset corresponding to a detected ~~hand-wheel~~ input device ~~(16)~~ pull condition.

3. (Amended/Marked-Up) A controller ~~(32)~~ as defined in Claim 1, said steering-pull compensator ~~(52)~~ comprising:

a filter ~~(60)~~ responsive to the signal indicative of ~~hand-wheel~~ input device torque.

4. (Amended/Marked-Up) A controller ~~(32)~~ as defined in Claim 1, said steering-pull compensator ~~(52)~~ comprising:

a condition processing block ~~(62)~~ for determining if the vehicle is being driven in a substantially straight path.

11

5. (Amended/Marked-Up) A controller (32) as defined in Claim 1, said steering-pull compensator (52) comprising:

an enable block (66) for validating the detected steering-pull condition.

6. (Amended/Marked-Up) A controller (32) as defined in Claim 5, said steering-pull compensator (52) comprising:

an enabling switch (64) for receiving a binary control signal from said enable block.

7. (Amended/Marked-Up) A controller (32) as defined in Claim 1, said steering-pull compensator (52) comprising:

a function block (68) for preventing an offset correction corresponding to a detected steering-pull condition from exceeding a desired value.

8. (Amended/Marked-Up) A controller (32) as defined in Claim 6, said steering-pull compensator (52) further comprising:

a delay unit (70) for delaying the offset correction until the enabling switch (64) transitions off-to-on.

9. (Amended/Marked-Up) A controller (32) as defined in Claim 8, said steering-pull compensator (52) further comprising:

a summing function (72) for adding the delayed offset correction to a previous offset value.

10. (Amended/Marked-Up) A controller ~~(32)~~ as defined in Claim 1, said steering-pull compensator ~~(52)~~ comprising:

a memory switch ~~(74)~~ for receiving its own output signal at its primary input terminal.

11. (Amended/Marked-Up) A controller ~~(32)~~ as defined in Claim 2, said steering-pull compensator ~~(52)~~ comprising:

a function block ~~(76)~~ for providing a signal to a non-inverting input of the summing function ~~(58)~~.

12. (Amended/Marked-Up) A method for controlling a vehicular system ~~having an electric motor (34) and a hand-wheel (16)~~, the method comprising:

receiving a signal indicative of a torque applied to ~~the hand-wheel~~ an input device ~~(16)~~;

providing a torque-assist command to ~~the~~ a motor ~~(34)~~ in response to the received torque signal;

detecting an enabling signal;

quantifying a steering-pull condition in response to the received and detected signals; and

modifying the torque-assist command to the motor ~~(34)~~ by an offset corresponding to the quantified steering-pull condition.

13

20. (Amended/Marked-Up) A controller ~~(32)~~ for a vehicular system ~~(10) having a hand-wheel (16) and an electric motor (34)~~, the controller comprising:

means for receiving a signal indicative of ~~hand-wheel~~ an input device torque;

means for providing a torque-assist command to ~~the~~ a motor ~~(34)~~ responsive to said receiving means;

means for detecting an enabling signal; and

means for modifying said torque-assist command to the motor ~~(34)~~ by an offset corresponding to a detected ~~hand-wheel~~ input device ~~(16)~~ pull condition responsive to said detecting means.

14

A marked-up version of the paragraph numbered "0029" replaced on page 18 is as follows:

[0029] A controller ~~(32)~~ for a vehicular system ~~(10) that includes a hand-wheel (16) and an electric motor (34)~~ includes a torque-assist function ~~(56)~~ responsive to a signal representing the torque applied to ~~the hand-wheel~~ <u>an input device</u> ~~(16)~~ for providing a torque-assist command to ~~the~~ <u>a</u> motor ~~(34)~~, and a steering-pull compensator ~~(52)~~ responsive to a signal representing a valid ignition cycle for modifying the torque-assist command to the motor ~~(34)~~ by an offset corresponding to a detected steering-pull condition; where the method of control includes receiving the signal indicative of the torque applied to the ~~hand-wheel~~ <u>input device</u> ~~(16)~~, providing a torque-assist command to the motor ~~(34)~~ in response to the received torque signal, detecting an enabling signal related to the signal representing a valid ignition cycle, quantifying a steering-pull condition in response to the received and detected signals, and modifying the torque-assist command to the motor ~~(34)~~ by an offset corresponding to the quantified steering-pull condition.

15